(b) The quantum of traffic on this section does not justify taking up of doubl ing at present.

(c) In view of (b) above, there is no such proposal.

Borg:arh-Raipur line

1224. SHRI GANESHWAR KUSUM: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are considering a proposal to construct another railway line between Borgarh and Raipur in South Eastern Railways; and

(b) whether the above proposal is «;jc-pected to be implemented during the current financial year?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) Survey for augmentation of line capacity for Champa-Drug-Iharsuguda section has been approved. Various alternatives including survey for a new line would be studieil. Further action will be considered after the survey is completed.

map bnilding yard at HMdxa

122*. SHRI SHANKER SINH VAGHELA:

SHRI MUKHTUR SINGH MALIK:

Will the Minister of TRANSPORT be pleased to state;

(a) whdfher a proposal regarding setting «p a ^ip building yard at Hazira is twnd-tng with the Central Government for olearance; and

(b) whether various technical commit tees cttostituted by Government in the past have tecommended for such a yard at *ttazirti* and a wortine: group has also foun^f Hazira technically a better site than other places in the country and if so, what are the resson^ that this proposal has not been accepted by Government so far?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS-PORT (SHRI RAJESH PILOT): (a) No, Sir.

(b) Taking into account depressed ship building market conditions and severe budgetary constrants, it has not been, possible to provide for investment during the 7th Five Year Plan.

Railway workshop at Gondal

1226. SHRI CHIMANBHAI MEHTA:
SHRI RAMSINGHBHAI PATALTABHAI RATHVA-KOLI;

Will the Minister of TRANSPORT be pleased to state:

Ca) what is the turn-over of Gondal workshop of the Western Railway during the last three years, year-wise;

(b) whether it is a fact that the workers in the works shop remain idle for want of regular coach repir work; ;

(c) if so, what steps Government propose to take in this regard;

(d) whether Government propose to close down the workshop, if so, what are the reasons therefor;

(e) whether some cash incentive schemes have been introduced in Junaeadb and Bhavnagar workshops, if so, what are the details thereof; and

(f) whether Gondal workshop is more economical than Bhavnagar and lunagadh workshops?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO .SCINDIA); (a1 Gondal workshop of Western Railway undertakes Periodical overhaul (POH)/nominated repairs (NPOH) of coaching stock other than coaches built by Integral Coach Factory. The outturn of the workshop in terms of average monthly outturn during the last three years, was as follows:—

Year	POH	NPOH	Total
1983-84	18·5	1·1	19 6
1984-85	18·1	0·58	18·68
1985-86	14·1	0·16	14·26

(b) No, Sir.

(c) Does not arise.

(d) Repair activities of the Rolling Stock on the Railways are being planned *On* a rationalised basis with a view to h^we •operational/cost effective viable units. A proposal is under consideration to close down Gondal Workshop, keeping in iew the present level of outturn of 14 four wheeler coaching units per month, available staff strength of 228 men and tte run down state of the workshop.

(e) Yes, Sir.

A statement giving salient features of the incentive scheme of payment by results >B attached. *{See* below)

(f) Gondal workshop is not considered more economical UKin Bbavnagar work shop. Junagadh workshop undertakes POH work of wagons. It is, therefore, not possible to compare Gondal and Junagadh Workshop*.

Statement

SAUENT FEATURE OF INCENTIVE SCHEME m RAILWAY WORKSHOP

The Incentive Scheme presently in vogue in the Railway Workshops is based on the system of payment by result. The Incentive Scheme covers not only the direct Production Staff but also the staff of service shops such 'as Min>vright shop, Tool Room etc. The staff of Production Control organisation is paid 15 per cent special pay in lieu of incentive bonus.

(2) The amount of incentive bonus earned ig calculated with reference to the' standard hourly rate.

(3) The ceiling limit oa profit earned is fixed at 50 per cent of time taken in respect Of eack iob)opertit»o«.

(4) The basic wages of all workers are guaranteed irrespective of their result of incentive bonus, but losses during any particular month are adjustable against the profits of the same month.

(5) Results of incentive working are determined ^n the basis of total quantity passed on the job cards by the Inspector concerned,

(6) Incentive performance for each job performed by workers is calculated on the basis of the time saved '(allowed time minus time taken) multiplied by standard hourly rate. The allowed timings are fixed based on a proper study by rate fixers for each operation|job.

(7) Allowance is made for idle time which may be booked due to various reasons while calculating the incentive performance. However, for idle time booked due to lack of work and lack of tools the Shop Chargeman|Mistry are debited a fi^ed percentage !and necessarjr educations are made from the profit! earned by the ChargemanAlinistry.

(8) While calculating allowed time various allowances like preparatorf time, fatigue allowance, contingency allo wance etc. are given and capability of earning 33 I|5 per cent of incentive bonui is inbuilt in the allowed time.

Spare diesel engines at Rattam

1227. SHRI RAMSINGHBHAI PATA-Lri'ABHAl RATHVAKOLI:

SHRI CHIMANBHAI MEHTA:

Will the Minister of TRANSPORT be pleased ta state:

(a) whether it is a fact thiat some Diesel eagtaof are lilsaly to be spared at